

# O'Day 23

## Operating and Rigging Instructions

**CAUTION: DO NOT BEGIN OPERATING OR RIGGING YOUR BOAT UNTIL YOU HAVE READ ALL OF THE FOLLOWING OPERATING AND RIGGING INSTRUCTIONS THOROUGHLY.**

### Safety Information

The mast, the stays, and all other parts of O'Day sailboats under 26 feet, following the general boating industry practice, are not grounded, except inboard models which are grounded. Should your O'Day sailboat be struck by lightning or make contact with electrical power lines, substantial injury may result to the occupants. We recommend that if you wish to be protected from injury resulting from lightning, that you have your O'Day sailboat grounded by an authorized O'Day dealer or other reputable boat yard in the manner recommended by the American Boat and Yacht Council of New York, New York. Under all circumstances, whether or not your boat is grounded, when lightning is present in your boating area, contact with the mast, the stays, and other metallic objects should be avoided.

We do not believe that grounding would be effective to avoid injury to occupants of your sailboat, if contact is made with electrical power lines. When operating your sailboat on waterways, charts should be regularly consulted, not only for normal hazards, but also for the presence of electrical power lines. In addition, a lookout should be maintained for the presence of overhead electrical power lines, particularly during launching and hauling.

The following is a list of standard equipment that comes with your boat.

1. Mast with one set of spreaders.
2. Boom.
3. Box of rigging containing: stays, main sheet, jiffy reefing, down haul, out haul, topping lift, jib sheet, halyards.
4. A package containing: rudder, tiller, and table.
5. Sailbag containing mainsail and jib, battens for mainsail.
6. Two penboards that seal off the cabin.
7. Berth cushions.

**Optional Equipment** — See your dealer on what is available. Optional equipment comes complete with installation instructions where applicable.

### Suggested Equipment for Rigging Boat

1. A medium sized screwdriver, a pair of pliers, and a small roll of tape.
2. Optional mast raising device. (If your boat is equipped with the optional mast raising device, please refer to the instructions that come with it.)

### Mast

The first step is to remove the two spreaders which are taped on to the mast. You will notice that these two aluminum tubes, or spreaders, have a hole in one end and a slot in the other end. These spreaders should be fastened with bolts on to the fittings on either side of the mast about one third up. After they are in place tape bolts. See Fig. 2. Attach all stays to mast. At the end of each spreader insert upper sidestay and wrap wire around stay to hold in place, one end of wire wraps up the stay and the

**To Hoist or Raise Mainsail**  
To raise the mainsail, insert battens and then starting near the gooseneck, feed the foot of the sail, clew first into the slot on the boom. The pin in the gooseneck slips through the tack of the sail to hold it in place. Draw the foot of the sail out along the boom until the foot is tight. The outhaul line should be attached to the clew of the sail, then passed through the hole in fitting on end of boom, then cleated on boom cleat which is located approximately two-thirds of the way up on the right side of the boom. The cleat is located here to permit the crew to change the tension on the foot of the sail while sailing. A "block-action outhaul" is a help here as it greatly reduces the friction on the outhaul line. Next, fasten the main halyard to the head of the mainsail and feed the luff slides of the sail into the mast slot cutout. Hoist the sail fully and lock screw. Located in sail-feed slot in the mast is a piece of metal and lock screw. This is inserted in the slot and tightened. This will prevent luff slides from falling out when sail is lowered.

### Downhaul

Tighten the luff of the sail by pulling down on the line attached to the gooseneck and then cleat it to the downhaul cleat.

### To Hoist Jib

Fasten all the jib snaps on the luff of the jib to the headstay and attach the shackle on the tack to the sternhead fitting. The jib halyard is then attached to the head of the jib. Tie the center of jib sheet to the clew of the jib, run each jib sheet outside of the sidestays, and then through the block mounted on deck approximately three feet aft of the chainplates, then to the jib sheet cleat provided. Tie a figure eight knot in each end of the jib sheet so as not to lose it. See Figs. 6 & 7.

### Jiffy Reefing

Your mainsail can be easily reefed, as the boat is equipped with jiffy reefing. First, release the main halyard until the reefing tack cringle, approximately 4 feet up luff, has reached the boom. Second, run line, that is attached below boom and on port side of mast, up through reefing tack cringle and down to cleat used for boom down haul. Tighten this line to cleat. Third, tighten line that runs through reefing clew cringle and secure to cleat forward on port side of boom. Fourth, tighten halyard. Fifth, wrap the 4 short lines that run through the reef points around boom and tie off. These lines are 3/16" braid, 2' in length, and are run through the reef points (small holes in sails); tie a knot in the middle of each line on each side of the holes, let them hang down until ready for reefing.

### Outboard Motor

We recommend a maximum of 15 horsepower with a long shaft. The outboard motor is attached to the outboard motor bracket. **CAUTION!** Be careful when turning the rudder blade as it can come in contact with the propeller.

### Trailer

You will need a trailer that will support the complete boat's weight plus 20 per cent which will cover weight of normal gear. It is a good idea to pad all areas of the mast that come in contact with the boat and trailer. All halyards and stays should be securely fastened to the mast while trailering. Also be sure that the boat is securely fastened to the trailer itself. The majority of hull weight should be in the keel support bed of the trailer.

Do not have excessive weight on the two side supports, for ease in hauling and launching, and for proper weight distribution on the hull. When launching your O'Day 23 you will have to back the trailer into the water and float the boat off. This can easily be done with any average sloped launching ramp. In salt water, be sure to wash the trailer down immediately to minimize corrosion. If your trailer is equipped with "bearing buddies", be sure to check for sufficient grease.

**NOTE:** Trailers rated for gross loads require a 2 inch trailer ball (I.E., over 2,000 lbs.)

**THROUGH HULL FITTINGS** — Be sure to check all fittings for water tightness.

**Leaking** — Should any leaks develop through hardware fastenings, hull and deck joints, etc., these can be easily fixed by applying a good marine sealant.

### For The Racer

The rake of the mast can be changed by adjusting the headstay turn-buckle and then re-adjusting the sidestays. In general, a boat will perform better while sailing to windward with some aft rake and better downwind with the mast plumb or slightly raked forward. Races are usually won to weather, so favor more aft rake, if anything.

### Sail Set

The jib halyard should be taken up so that the tension on the luff, while under sail, is the same as on the headstay. The tension on the foot and luff of the mainsail should be such that there are no stress lines or wrinkles in the sail. Apply more tension as the wind increases, which will move the draft forward and decrease heeling, etc. In general, the outhaul should be slackened while sailing off the wind in order to create more draft in sail.

Tell Tales are an invaluable aid in determining wind direction — 8 inch pieces of yarn tied to sidestays 2 ft. to 4 ft. up from chainplate and a wind pennant on top of mast.

6 inch to 8 inch pieces of yarn taped to luff of jib on both sides every 3 feet or so on bottom half of sail 8 inches back from luff wire are excellent wind-flow guides. If you point too high, weather yarn flutters and if pointing too low, leeward yarn flutters. Both should flow back evenly — remember this only tells you flow pattern for a given jib trim, so trim must be correct for sailing angle.

## Glossary

**AFT:** In the neighborhood or direction of the stern.

**BATTEN:** A thin wooden or plastic strip placed in a pocket in the leech of a sail to help hold its form.

**BLOCK:** Pulley consisting of a frame in which is set one or more sheaves or rollers. Ropes are run over these rollers.

**BOOM:** Spar at the foot of the mainsail.

**BOOM VANG:** The wire pendant attached to one of the boom vang blocks, slides into a plate secured to the bottom of the boom about 3' aft of the gooseneck. The other block attaches to an eye at the base of the mast. The vang's purpose is to keep the boom steady and horizontal while sailing.

**BOW:** The forward part of a boat.

**CENTERBOARD:** A keel like device that can be hoisted or lowered in a trunk that acts as a keel in shoal draft boats.

**CENTERBOARD PENDANT:** Line used to raise and lower centerboard.

**CHAINPLATES:** Strips of metal fastened to the boat's hull near the deck line to take the stress of stays.

**CLEAT:** A fitting to which ropes are made fast.

**CLEVIS PIN:** A small stainless steel pin that has a hole in one end for a cotter pin and is used to secure stays to chainplates and mast fittings.

**CLEW:** The aftermost lower corner of a sail.

**COCKPIT:** An open area lower than a boat's deck where the occupants sit.

**COTTER PIN:** A straight or circular split metal pin used to hold a clevis pin in place.

**DOWNHAUL:** A device used to tighten the luff of a sail.

**FAIRLEAD:** An eye used to lead line in the direction desired.

**FOOT:** The lower edge of a sail.

**GOOSENECK:** A metal device that secures the boom to the mast.

**GUDGEON:** A metal socket attached to the transom to receive the pintle of the rudder.

**GUNWALES:** The upper edge of a boat's side, where it meets the deck.

**HALYARD:** A line for hoisting (or raising) the sails.

**HEAD:** The upper corner of a sail.

**HEADBOARD:** The fitting at the head of a sail with a hole in it to receive the main halyard.

**HEADSTAY:** The foremost stay on a sailboat. A jib is set on a headstay.

**HULL:** Main body of a boat.

**JIB:** A triangular sail set forward of the mast.

**JIB SNAPS:** Small fittings that are attached to the luff of a jib which